S. HRG. 100-892

TRANSFER OF THE "INGHAM"

HEARING

BEFORE THE

NATIONAL OCEAN POLICY STUDY

OF THE

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION UNITED STATES SENATE

ONE HUNDREDTH CONGRESS

SECOND SESSION

ON

S. 2408

TO TRANSFER THE COAST GUARD CUTTER "INGHAM" TO THE NAVAL AND MARITIME MUSEUM AT PATRIOTS POINT, SOUTH CAROLINA

AUGUST 9, 1988

Printed for the use of the
Committee on Commerce, Science, and Transportation

U.S. GOVERNMENT PRINTING OFFICE

90-207 O WASHINGTON : 1988

S261-14

For sale by the Superintendent of Documents, Congressional Sales Office
U.S. Government Printing Office, Washington, DC 20402

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ERNEST F. HOLLINGS, South Carolina, *Chairman*

DANIEL K. INOUYE, Hawaii
WENDELL H. FORD, Kentucky
DONALD W. RIEGLE, JR., Michigan
J. JAMES EXON, Nebraska
ALBERT GORE, JR., Tennessee
JOHN D. ROCKEFELLER IV, West Virginia
LLOYD BENTSEN, Texas
JOHN F. KERRY, Massachusetts
JOHN B. BREAUX, Louisiana
BROCK ADAMS, Washington

JOHN C. DANFORTH, Missouri
BOB PACKWOOD, Oregon
NANCY LANDON KASSEBAUM, Kansas
LARRY PRESSLER, South Dakota
TED STEVENS, Alaska
ROBERT W. KASTEN, JR., Wisconsin
PAUL S. TRIBLE, JR., Virginia
PETE WILSON, California
JOHN MCCAIN, Arizona

RALPH B. EVERETT, *Chief Counsel and Staff Director*
WALTER B. MCCORMICK, JR., *Minority Chief Counsel and Staff Director*

NATIONAL OCEAN POLICY STUDY

ERNEST F. HOLLINGS, South Carolina, *Chairman*
JOHN F. KERRY, Massachusetts, *Vice Chairman*

DANIEL K. INOUYE, Hawaii
WENDELL H. FORD, Kentucky
ALBERT GORE, JR., Tennessee
LLOYD BENTSEN, Texas
JOHN B. BREAUX, Louisiana
BROCK ADAMS, Washington

JOHN C. DANFORTH, Missouri
TED STEVENS, Alaska
BOB PACKWOOD, Oregon
ROBERT W. KASTEN, JR., Wisconsin
PAUL S. TRIBLE, JR., Virginia
PETE WILSON, California
LARRY PRESSLER, South Dakota

EX OFFICIO MEMBERS

APPROPRIATIONS

JOHN C. STENNIS, Mississippi
MARK O. HATFIELD, Oregon

ARMED SERVICES

SAM NUNN, Georgia
JOHN W. WARNER, Virginia

ENERGY AND NATURAL RESOURCES

J. BENNETT JOHNSTON, Louisiana
JAMES A. MCCLURE, Idaho

ENVIRONMENT AND PUBLIC WORKS

QUENTIN N. BURDICK, North Dakota
JOHN H. CHAFEE, Rhode Island

FOREIGN RELATIONS

CLAIBORNE PELL, Rhode Island
JESSE HELMS, North Carolina

GOVERNMENTAL AFFAIRS

JOHN H. GLENN, JR., Ohio
WILLIAM V. ROTH, JR., Delaware

LABOR AND HUMAN RESOURCES

EDWARD M. KENNEDY, Massachusetts
LOWELL P. WEICKER, JR., Connecticut

AT LARGE MEMBERS

SPARK M. MATSUNAGA, Hawaii
GEORGE J. MITCHELL, Maine
FRANK R. LAUTENBERG, New Jersey
WILLIAM S. COHEN, Maine
THAD COCHRAN, Mississippi
DANIEL J. EVANS, Washington

CONTENTS

	Page
Opening statement by the Chairman	1
Text of S. 2408	3

LIST OF WITNESSES

Balsly, Donald, vice president, Ingham Assn	19
Prepared statement	20
Cosgrove, John P., national representative, Destroyer-Escort Sailors Assn.; accompanied by Sam Saylor, vice chairman	15
Prepared statement	16
D'Amato, Hon. Alfonse M., U.S. Senator from New York	6
Prepared statement	8
Guerry, John E., executive director, Patriots Point Development Authority	12
Prepared statement	13
Schmidt, Wayne W., executive director, Intrepid Museum	9
Prepared statement	10
Thurmond, Hon. Strom, U.S. Senator from South Carolina	4

LIST OF WITNESSES

Gracey, Adm., J.S. Commandant, USCG letter	29
Hammer, B.D., executive director, Battle of the Atlantic Historical Society, statement	26
Henderson, William H., District Judge, Seventh Judicial District, Oklahoma, letter	30
Hollings, Hon. Ernest F., U.S. Senator from South Carolina, letter	29
Moynihan, Hon. Daniel, U.S. Senator from New York, statement	25
Thompson, Vice Adm., D.C., USCG (ret.)	25
Waters, Capt. John M., USCG (ret.) past president, Ingham Assn., letter	29

TRANSFER OF THE COAST GUARD CUTTER "INGHAM"

TUESDAY, AUGUST 9, 1988

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
NATIONAL OCEAN POLICY STUDY,
Washington, DC.

The Committee met at 9:30 a.m., in Room SR-253, Russell Senate Office Building, Hon. Ernest F. Hollings (Chairman of the Committee) presiding.

Staff members assigned to this hearing: Mike Nussman, professional staff member and Bob Eisenbud, minority professional staff member.

OPENING STATEMENT BY THE CHAIRMAN

The CHAIRMAN. Good morning. I want to welcome our senior colleague, Senator Thurmond. We will have a very limited hearing here this morning relative to the *Ingham* because we must be back down on the floor within the hour.

This morning, the Commerce Committee meets to hear testimony on a bill which Senator Thurmond and I have introduced—one which would transfer the recently decommissioned Coast Guard cutter *Ingham* to the Patriots Point Naval and Maritime Museum near Charleston, South Carolina.

I moved to schedule today's hearing when I was informed that a provision in the House Transportation Appropriations bill would transfer the *Ingham* to the Intrepid Sea-Air-Space Museum in New York City. As an elected representative of a State which figures so prominently in our Nation's military history, a State which plays so crucial a role in our current defense posture, and one which is home to the finest maritime museum in the world, I could not sit back and allow the final berth of the *Ingham* to be anywhere else but Charleston harbor.

A few words about the *Ingham* itself. This ship, which was decommissioned a couple of months ago in Portsmouth, Virginia, was the Coast Guard's last operating Secretary-class 327-foot cutter. The first of four such ships built by the Navy, its keel was laid down in the Philadelphia Navy Yard on May 1, 1935. Of the other Secretary-class vessels to follow, two were built in New York and one in Charleston.

The *Ingham* was commissioned on September 17, 1936. She saw considerable action in World War II, and was credited with sinking a German submarine on December 15, 1942. Her post-war duties

for the Coast Guard have included and rescue missions, fishery enforcement, and drug interdiction.

The rich history of this vessel makes it a natural for Patriots Point in South Carolina. Currently on display there are four vessels: The aircraft carrier U.S.S. *Yorktown,* the U.S.S. *Laffey,* a destroyer, the U.S.S. *Clamagore,* a submarine, and the NS *Savannah,* the world's first nuclear-powered merchant ship. The addition of the *Ingham* would complete this museum's unique display.

Indeed, this idea is not something we came up with recently, nor was it in response to the language in the House Appropriations bill. We South Carolinians have had our eyes on the *Ingham* for more than three years. In September of 1985, after learning that the cutter would soon be retired, I contacted Admiral Gracey, the Commandant of the Coast Guard, about having it displayed at Patriots Point. At that time, he indicated that the ship would be kept in service until 1990.

Back in May of this year, when I learned that the ship was going to be decommissioned ahead of schedule, I joined with Senator Thurmond to introduced S. 2408. The legislation simply calls for the *Ingham* to be transferred to the Patriots Point Museum.

There can be no denying that New York City is a wonderful place, and that the *Ingham* would be yet another of its many fine attractions. But I don't wish to make this an issue of New York City versus Charleston, nor one of New York State versus South Carolina. Rather, the issue is this: should a venerable and historic U.S. naval vessel—the most decorated active U.S. ship prior to its retirement—be placed on public display at the Nation's finest maritime museum?

That's the essence of this debate. Patriots Point is and has been the natural and logical choice for the *Ingham's* retirement. That's why we in South Carolina have been working for the past three years, through the proper channels, to ensure that the *Ingham* winds up where it rightfully should be—a place where the public can enjoy this great ship alongside the other vessels of premier historical importance.

We have an impressive list of witnesses to hear from today. I look forward to their testimony.

[The bill follows:]

100TH CONGRESS
2D SESSION

S. 2408

To transfer the Coast Guard cutter "INGHAM" to the Naval and Maritime Museum at Patriots Point, South Carolina.

IN THE SENATE OF THE UNITED STATES

MAY 18, 1988

Mr. THURMOND (for himself and Mr. HOLLINGS) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

---

A BILL

To transfer the Coast Guard cutter "INGHAM" to the Naval and Maritime Museum at Patriots Point, South Carolina.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the department in which the Coast Guard is operating shall transfer the Coast Guard cutter "INGHAM" to the Naval and Maritime Museum at Patriots Point, South Carolina. The Secretary shall transfer the "INGHAM" along with such equipment and in such condition as the Secretary considers appropriate. The Secretary shall make the transfer upon the decommissioning of the

2

1 "INGHAM" or at a later time as determined appropriate by

2 the Secretary.

O

The CHAIRMAN. The purpose of the hearing will be to determine, if possible, the appropriate allocation of the *Ingham*, the vessel in surplus, so to speak, by the Coast Guard. There are two interests, in New York and South Carolina. I think it is auspicious this morning that we can have our senior Senator lead off. Senator Thurmond.

STATEMENT OF HON. STROM THURMOND, U.S. SENATOR FROM SOUTH CAROLINA

Senator THURMOND. Thank you very much, Mr. Chairman. I am very honored to appear before the distinguished chairman from South Carolina who is doing such a fine job.

Mr. Chairman, I want to commend you for holding this hearing on the Coast Guard cutter *Ingham* and inviting all parties interested in its eventual location to testify today. As you are aware, we recently introduced legislation to transfer the Coast Guard cutter *Ingham* to the nationally recognized Naval and Maritime Museum at Patriots Point in Charleston, South Carolina.

For the benefit of others, let me briefly explain why Patriots Point would be an excellent location for this recently decommissioned ship. Patriots Point is located on Charleston Harbor and overlooks that historic city. And I think people generally recognize that Charleston is one of the three most historic cities in America—Charleston, Philadelphia and Boston. Charleston has played a vital part in the history of this country.

Patriots Point is both a museum to naval history and a development project which displays the extensive role of the naval history of Charleston. Hotel and marine facilities are under construction to accommodate the growing tourist interest. Patriots Point Naval and Maritime Museum features an impressive array of maritime vessels, including the famous World War II aircraft carrier *Yorktown*, and destroyer *Laffey*, along with the world's first nuclear-powered merchant ship, the *Savannah*. It is only proper to add this famous Coast Guard ship to this collection for public visitation.

Mr. Chairman, like the *Yorktown* and *Laffey*, the *Ingham* was awarded a Presidential Unit Citation for her services in World War II. This courageous action against German U-boats in the Atlantic is highlighted in the book, "Bloody Winter," by Captain John M. Waters, Jr., U.S. Coast Guard retired.

The *Ingham's* service record speaks for itself. World War II: 1942–43, 17 North Atlantic convoys; 1943–44, 12 Mediterranean convoys, two Caribbean convoys; 1945, six Pacific amphibious operations, and four occupation duties.

In Vietnam, 1968–69, three service tours; 1980, Cuban exodus operations; Presidential Unit Citation with Gold Star; Philippine Re-

public Presidential Unit Citation; Republic of Vietnam Meritorious Unit Citation; Republic of Vietnam Meritorious Civil Action; Coast Guard Meritorious Unit Commendation.

Mr. Chairman, there are several other reasons why Patriots Point would be an ideal location for the *Ingham*. First, the *Bibb* was built in the Charleston Navy Yard. The *Bibb* was the first of the *Ingham*-class cutters. Accordingly, Charleston Harbor has many historic ties to the Coast Guard and the development of this type of vessel.

Second, the Destroyer Escort Sailors Association has been an active veterans group working constructively with Patriots Point for over three years. DESA is actively seeking a ship to serve as national headquarters. Since there are no destroyer escorts available, and many destroyer escorts were manned by Coast Guard personnel, many feel the *Ingham* is the logical substitution. Her size, armament, and design is very similar to a World War II Destroyer Escort.

Third, Patriots Point will be the location of the 1989 DESA national convention, with over 2,500 Destroyer Escort veterans, many ex-Coast Guards, expected to attend. Moreover, Charleston, South Carolina, and Patriots Point is often the location of many individual Destroyer Escort and Coast Guard ship reunions. The *Ingham* would provide an excellent meeting place for these functions.

Fourth, the USCGC Ingham Association would lend its strong support to this famous ship joining the fleet at Patriots Point. I am informed that since 1985 Captain Waters, representing the USCGC Ingham Association, has enthusiastically worked with Patriots Point on the subject of the *Ingham's* acquisition. Patriots Point would very much like to add the United States Coast Guard to its alumni of supporting veterans organizations.

Mr. Chairman, I have two letters—one from Captain Waters, the past president of the Ingham Association, and the other from Judge William Henderson, the current president—assuring me that should the *Ingham* be awarded to the Charleston museum she would receive the strongest possible support from the members of their association.

I ask unanimous consent that these letters be included in the record.

The CHAIRMAN. They will be included.

Senator THURMOND. Mr. Chairman, Patriots Point museum is ably suited to provide the setting and high public exposure this distinguished vessel deserves. Mr. Chairman, I understand that Mr. Jerry Guerry, Jr., the executive director of the museum, will testify this morning. He has done an outstanding job at the museum, and certainly the *Ingham* would be well cared for under his able administration.

Mr. Chairman, again I commend you for holding this hearing. I appreciate the opportunity to testify, and I want to say further that Charleston is the home of our distinguished Chairman of this Committee, and it would be altogether fitting that this Committee recommend that this ship go to Charleston, which is the home base of our junior Senator from South Carolina.

I'm very proud to be here and thank you very much.

The CHAIRMAN. Thank you very much, Senator Thurmond. We appreciate your statement and your leadership in this particular instance.

We now have our distinguished colleague, the Senator from New York, Senator D'Amato.

Senator THURMOND. Mr. Chairman, I have another hearing in just a few minutes, so if I leave before this hearing is over, I hope you will understand. We have a Judiciary Committee meeting on nominations.

The CHAIRMAN. We are all under that pressure. We understand.

Senator D'Amato, we welcome you to the Committee and will appreciate hearing from you at this time.

STATEMENT OF HON. ALFONSE M. D'AMATO, U.S. SENATOR FROM NEW YORK

Senator D'AMATO. Mr. Chairman, let me thank you for your generosity in giving us this opportunity to appear before you. Mr. Chairman, I'm going to ask that I might be permitted to submit my statement in its entirety.

The CHAIRMAN. It will be included in the record.

Senator D'AMATO. Mr. Chairman, let me suggest to you that I believe that Patriots Point and the work of the Association enhance an understanding and appreciation for the service to our country that has been rendered by those who have served in so many of this Nation's conflagrations to make it strong, to make it secure. It is important and should be encouraged.

And, likewise, the work and the effort and the sacrifice and the financial commitment that has been made not only to Patriots Point and the museum that is being operated there, but to the Intrepid Museum operated in New York, for the same purpose, is one that should be encouraged.

I would hope, Mr. Chairman, that in the days ahead and under your leadership and with those who care—Senator Thurmond and others—we might be able to work out a program to give financial support to these undertakings. I think that is important.

I would hope that those who have spearheaded these efforts as directors, paid staff, and volunteers, would lend support to one another. And I mean that very sincerely. There should not be any divisiveness but, rather, a cohesiveness of efforts, and that effort should span the 1,500 miles or more up and down the coast uniting Patriots Point and its endeavors and those who work to strengthen it with those who seek the same goals for the Intrepid Museum.

Therefore, Mr. Chairman, it is in that spirit that I have asked that my statement be accepted in the record in its entirety so that I might really spend my few moments on the need to come together.

The *Ingham*, a great vessel with a distinguished record, obviously should be sought by those who seek to make available to the people in their areas the opportunity to learn and to cherish and to be aware of part of our Nation's navigational tradition and heritage.

And this Senator is not going to raise objections to any group—whether it be Patriots Point or whether it be the Intrepid or anyone else—who seeks to display this boat, to utilize it in a

manner that will add to the glory and the history of service to our Nation.

Mr. Chairman, let me conclude by saying that I believe, notwithstanding that there is language that has been passed by the House of Representatives that takes a different approach than the efforts that you and Senator Thurmond are undertaking with respect to intended legislation to make the *Ingham* available for transfer to Patriots Point, we can within the two bodies, with Senators and Congressmen of good will, work this out. I believe we can see to it that Patriots Point and its objectives as they relates to the display and recognition of those who have served, and achieved by seeing to it that gallant ships are made available not only to Patriots Point but to the Intrepid, as well.

Ours should be a role to strengthen those endeavors. Let me make an admonition, if I might be so presumptous, to the advocates of the *Ingham* going to both areas: let us attempt to work together. Let this serve as a model of coming together and preserving and enhancing the treasures of this Nation. Let us not do it in competition. Let us do it, rather, in a spirit of comaraderie. I believe that there is ample opportunity to see to it that both areas—Patriots Point and the Intrepid Museum—are strengthened.

I look forward to working with the distinguished Chairman in such an endeavor.

The CHAIRMAN. I am looking forward to working with you, Senator. You and I have always worked together very well. I think your point is well taken about the divisiveness.

You know, two years ago I wrote a letter because we were trying to flesh out the allocation of the various entities of the Navy there at the museum, and looking down the pike with our destroyer escort folks, who had scheduled their reunion.

And we heard that the *Ingham* would be forthcomingly available. I wrote the letter two years ago, and we were going through the process. We were waiting until it became available. At that time, they said it would not be until 1990.

Thereupon, in May of this year, when they told us it was being then mothballed, we made our plea through legislation. We introduced the bill. And this is our first chance, of course, for the authorizing Committee to hear it.

What has caused the divisiveness is our good friends over on the House side. They wrote it into the appropriations bill. You and I have got two conferences this morning—one on Interior, one on Labor, Health and Human Resources. And there are items in there that the House will say absolutely not; that is not authorized.

So I think that what we really can do, just as you indicate, is get together here and try to work out something and see just exactly what can be done to satisfy both facilities. I have no doubt that they are both excellent facilities. It is interesting that both of them are interested in the Navy because I remember some 15 years ago none were interested in the Navy whatsoever. They just had a little museum here at the Washington Naval Station. Over the past 15 years, I am not as familiar with the many museums that have developed and that is why I want to learn about the Intrepid here this morning.

There is no reason, as you say, for the divisiveness. We can work together. I appreciate your appearance here this morning

Senator D'AMATO. I look forward to that and I think we can bring our House colleagues into part of this. There are other vessels that are coming available. I think we should look to them. I would hope that we could work together even in providing funds in the future for both of these great organizations. That may be a departure from what has traditionally been the case, but I think that we have an obligation to attempt to support those who have demonstrated a very real and tangible commitment to these kinds of undertakings, both at Patriots Point and at the Intrepid in New York.

Once again, I thank you for your conviviality, your sensitivity to this issue, and it is always great to be before the distinguished Chairman.

The CHAIRMAN. It is good to be working with you. Thank you very much, Senator. We appreciate your appearance here today.

[The statement follows:]

STATEMENT OF HON. ALFONSE M. D'AMATO, U.S. SENATOR FROM NEW YORK

Mr. Chairman, I appreciate this opportunity to offer my comments regarding the disposition of the Coast Guard Cutter *Ingham*. Bills are now pending that would transfer the *Ingham* either to the Intrepid Sea Air and Space Museum in New York City, or to the Naval and Maritime Museum at Patriots Point, South Carolina. Today's hearing will help to clarify issues regarding the display of this historic ship.

The Coast Guard decommissioned the *Ingham* on May 27, 1988, after 52 years of distinguished service. Beginning in 1936, the *Ingham* performed law enforcement and search and rescue duties. When World War II began, it was assigned to neutrality patrols, the protection of Greenland, and escorting merchant marine convoys out of New York Harbor to Europe. While escorting these convoys, the *Ingham* sank an enemy submarine. The *Ingham* also performed combat duty in North Korea and in Vietnam.

When the Coast Guard decommissions a vessel, it is transferred to the Maritime Administration [MarAd]. Under current law Marad may then scrap the ship; give it to Maritime College for training purposes; transfer it to a State for use as a fishing reef; or place it in the Reserve fleet. These options involve costs for both the Coast Guard and MarAd with respect to the transfer itself, as well as costs for maintenance and protection of the ship.

Since the Coast Guard has no legal authority to donate ships, legislation is needed for museums or other parties to acquire ships for display. In 1986, such legislation was used to convey the Coast Guard Cutter *Taney* to the city of Baltimore for display at the Inner Harbor. My distinguished colleagues Chairman Hollings and Senator Thurmond introduced a similar bill, S. 2408, on May 18, 1988, to transfer the *Ingham* to Patriots Point.

In addition, legislation already has passed the House which would transfer the *Ingham* to the Intrepid Museum. That bill, H.R. 4794, the FY 1989 Transportation appropriations bill, is now in conference. An identical provision is contained in the second FY 1988 supplemental appropriations bill, H.R. 5096.

The Intrepid Museum is a not-for-profit corporation that has 450,000 annual visitors, including 75,000 schoolchildren. Maritime displays at the museum educate and enrich many visitors from all over the world. Should the *Ingham* be transferred to the Intrepid Museum, the Coast Guard's role in maritime defense would be told to the largest possible audience.

As we know, the Intrepid Museum went through some difficult fiscal times. However, without relying on Federal dollars, it secured the private financing needed not only to keep it running, but to operate in the black. It is now succeeding in communicating New York City's strong maritime traditions to the vast numbers of annual visitors to New York City. The addition of more maritime displays, such as the *Ingham*, will further enhance the Intrepid Museum's ability to reach out to the public. Moreover, the museum is ready, willing and able to display more ships immediately.

It would be a loss to the people of this Nation to have a national maritime treasure such as the *Ingham* hidden away from public view. Museums like the Intrepid, as well as Patriots Point, perform the invaluable service of keeping our maritime past alive. The *Ingham's* record is one of achievement. Its story is one that must be told. That is the function of our museums and we must assist them in this mission.

Mr. Chairman, I thank you for allowing me to participate in today's proceedings. I look forward to hearing the testimony that will be offered by other witnesses.

The CHAIRMAN. Let me include in the record, the letter of 1985 to the Coast Guard with the Commandant's response; and a statement by Senator Moynihan.

At this point, we will ask both Mr. Schmidt of the Intrepid and Mr. Jerry Guerry of Patriots Point to come forward. We have got two microphones here and we will hear from you at this time.

Wayne W. Schmidt, the Executive Director of the Intrepid Museum in Intrepid Square on 46th and 12th. Mr. Schmidt, let me ask you, that museum, 46th and 12th, that is down on what River?

STATEMENT OF WAYNE W. SCHMIDT, EXECUTIVE DIRECTOR, INTREPID MUSEUM

Mr. SCHMIDT. That is on the Hudson River, Mr. Chairman.

The CHAIRMAN. It is on the Hudson River?

Mr. SCHMIDT. Yes, sir. That is mid-town Manhattan right adjacent to the passenger ship terminal on the Hudson River.

The CHAIRMAN. Very good. When it said 46th and 12th, I was wondering. Thirty years ago, Robert Kennedy and I were chosen two of the ten Men of the Year by the Junior Chamber of Commerce. We had a ceremony in Louisville, Kentucky. We came with Arthur Godfrey to New York.

And I was at the Algonquin and we were to have dinner at the New York Yacht Club. Oh, man, I dressed up in my tux and jumped in a taxi and, being late, I gave him $20. I said let us get going to the New York Yacht Club as fast as you can. He drove two doors and stopped the cab.

The New York Yacht Club was on 44th. I never heard of a yacht club up on high, dry land. I have not gotten over that yet. And when I saw this, that the Museum was on 46th and 12th, I said don't tell me the museum is up on the high, dry land. That is on the Hudson River.

Mr. SCHMIDT. Yes, sir.

The CHAIRMAN. Well, we welcome you to the Committee and will be glad to hear from you this morning.

Mr. SCHMIDT. Mr. Chairman, in the interest of brevity, I have previously submitted remarks.

The CHAIRMAN. They will be included, and you highlight it as you wish.

Mr. SCHMIDT. I would also like to ask at this time, Mr. Chairman, if you could include the remarks for the record from Vice Admiral, Retired, Donald C. Thompson from the Coast Guard.

The CHAIRMAN. It will be included.

Mr. SCHMIDT. I am available for questioning. If you would like me to highlight the remarks, or I can just answer your questions, sir.

The CHAIRMAN. Well, tell us about the Intrepid Museum. Many on the Committee are not familiar with either one of the particular

museums. The Intrepid Museum is how old and who runs it and so forth?

Mr. SCHMIDT. The Intrepid Museum is run by the not-for-profit, tax-exempt foundation The Intrepid Museum Foundation. It has been open since July of 1982. It is averaging over 450,000 people per year in attendance. It has organized educational programs that reach over 75,000 schoolchildren a year.

We have a number of exhibits that range the full spectrum of aviation from the pioneers to the modern day. In addition, we also have exhibits on the destroyer escorts, for example, as well as an exhibit on Fortress New York which deals with New York's role in World War II. We are host to the Smithsonian traveling exhibits as they become available.

We are also involved in numerous other functions. For example, this last spring we had Fleet Week in New York, which was on the piers adjacent to the Intrepid, and in that case I think the Navy ships received about 150,000 visitors on four days.

The CHAIRMAN. And how many ships do we have there?

Mr. SCHMIDT. The Intrepid Museum just has the one ship, the aircraft carrier *Intrepid*, CVS–11, which was retired or decommissioned by the Navy in 1974 after a distinguished record that spanned back to World War II. She was nominated and made a National Historic Landmark and that is the sole ship in the exhibit at this point in time.

We have plans and are pursuing at this point in time a guided missile submarine, which should come on exhibit sometime next spring.

The CHAIRMAN. And how long have you been in existence?

Mr. SCHMIDT. Since 1982, sir.

The CHAIRMAN. All right, sir.

[The statement follows:]

STATEMENT OF WAYNE W. SCHMIDT, EXECUTIVE DIRECTOR INTREPID SEA-AIR-SPACE MUSEUM

Mr. Chairman, my name is Wayne Schmidt and I am the Executive Director of the Intrepid Sea-Air-Space Museum of New York City. I am here today to speak for the donation of the decommissioned USCGC *Ingham* to the Intrepid Museum in the city of New York.

The museum is located in mid-town Manhattan on the Hudson River at 46th Street next to the Passenger Ship Terminal. It is housed aboard the former aircraft carrier U.S.S. *Intrepid* CV–11. This National Historic Landmark served our nation from 1943 to 1976; it survived Kamikaze hits, torpedoes, bombs, and fought in numerous battles, most notably Marshalls, Leyte Gulf and Okinawa in World War II. In the post-war years, the *Intrepid* was modernized and used as a recovery ship for the Mercury and Gemini missions; made three Yankee station Vietnam tours in 1967, 1968, and 1969. The U.S.S. *Intrepid* was decommissioned in 1974 and was the official Navy and Marine Corps Bicentennial Exposition ship in Philadelphia in 1976.

In 1978, the tax-exempt, not-for-profit, educational Intrepid Museum Foundation was formed to acquire, convert and preserve the U.S.S. *Intrepid* as a sea, air, and space museum. After a twenty-one million dollar investment of private, public, and governmental funds, the museum opened on August 3, 1982 to huge crowds. The attendance in the first nine months was over 600,000 visitors.

Since the opening of the museum, the annual attendance has averaged over 450,000 visitors per year. This attendance is increasing at a 10-percent annual rate. Inclusive in the annual attendance figure is over 75,000 school-aged children that participate in organized classes and educational programs in the museum. The programs are designed to utilize the artifacts which educate the youth on our nation's naval heritage, fundamentals of aviation, the benefits of exploring space, science, ge-

ography, weather, and world history. These programs serve the New York metropolitan area which includes New Jersey and Connecticut. The museum audience consists of families from throughout the region, nation, and the world. Their visit allows them to experience the history of aviation from the pioneers to the recent adventures in space. Dedicated exhibit halls, measuring over 100,000 square feet, deal with the technology of space, pioneer aviation, the modern navy, and the history of the U.S.S. *Intrepid* in World War II.

The multimedia presentations, including an award-winning, widescreen film on carrier aviation, further interpret the collection, which consists of over 35 aircraft that span the history of aviation. Included are a pioneer Curtiss pusher of the type that made the first carrier landing, World War II type aircraft, early jets, helicopters, modern jets such as the A-6, and spacecraft.

The *Intrepid* is the home for the Congressional Medal of Honor Society Museum, which includes archives, the "Hall of Honor", and an award-winning film presentation narrated by Martin Sheen, profiling the typical Medal of Honor recipient. This museum is supported by the medal recipients and is considered an important asset in educating the youth on our heritage.

The museum's collection is also used in exhibits such as "Fortress New York" which portrays the contribution that the New York tri-state area made in World War II; the Destroyer Escort that interprets the ships' construction, many of which were built in nearby New Jersey, its convoy role, and wartime crew history; the Undersea Exploration where visitors are introduced to the tools, equipment, and progress made in exploring the world's oceans. Temporary exhibits, including Smithsonian traveling exhibits such as "Black Wings", adds to the visitors' experience.

The Intrepid Museum is financially healthy—it has an annual budget of over three-million dollars; an annual long-term debt service of seven percent of expenditures, and an annual excess of revenues that allows further development. The budget is supported by visitor revenue, corporate support, program support, and state and local government grants. There is a professional staff of twenty-five, a labor force of forty, and over 55 volunteers. The facilities are expanding with the further development of shipboard space, the acquisition of major artifacts, and further development of the one-thousand foot pier.

The Intrepid Museum, to expand its exhibits on Coast Guard history, and the history of the port of New York, initiated an inquiry in 1987 as to the destiny of the surviving active Secretary class USCGC *Ingham*. The museum was advised that the ship would remain in service through 1988. On February 11, 1988, the museum submitted a formal request to the Coast Guard for donation of the *Ingham*. A response from the Coast Guard indicated that there was no formal date for decommissioning, and that barring the passage of special congressional legislation, no mechanism existed to donate a ship of this size. The help of New York Senators and Congressmen was sought, and through Congressman Robert Mrazek (D-NY), donation legislation was introduced on the FY89 Transportation Appropriation Bill.

Senators, the *Ingham* is the last survivor of the *Secretary* class of cutter that epitomizes the mission and history of the United States Coast Guard. This vessel has served for over one quarter of that history proudly, and successfully accomplished all the missions of the service. It should be nothing else but a museum for the Coast Guard.

The city of New York has a strong attachment to the *Secretary* class of cutter. Two were built in the Brooklyn Navy Yard; the *Alexander Hamilton*, which was sunk by a German U-Boat, and the *Spencer*. New York was also the homeport of another *Secretary* class, the *Campbell*—the first commissioned, and the *Spencer* from 1936 until 1982. The *Ingham* served and was refitted in New York. The *Ingham*, *Campbell*, and *Spencer* escorted the great convoys of the war from New York to the battlezone, and brought the wounded and survivors of the deadly battle of the Altantic back home to gaze upon the torch of the Statue of Liberty.

The weather station patrol started in February, 1940, by the *Secretary* class cutters from New York and Boston, allowed the development of the trans-Atlantic air routes with New York as the major gateway. These patrols continued until 1977.

The search and rescue missions performed by these cutters ranged from downed airplanes to foundering vessels and exemplified the tradition first started in New Jersey by the Lifesaving Service in 1847.

In Vietnam, this class of cutter continued to serve in missions that they were designed for; that of interdiction of illegal contraband. Their Vietnam service in the "Market Time" operation deterred the flow of supplies from the North to the South.

The 1970's and 1980's found this class of vessel called upon for missions vital to our national interest; stemming the flow of illegal drugs and mercy missions such as the "Mariel Boat Lift". It kept these weary vessels busy to end of their careers.

Now we find that all are gone—*Campbell* to a missile; *Spencer* to a scrapper's torch; *Bibb* and *Duane* to the bottom of the Atlantic. Only *Taney* and *Ingham* remain to carry on the significant heritage of the Coast Guard. *Taney*, the only Pearl Harbor Attack survivor, has her future assured by display in the city of Baltimore. Thus, only the *Ingham* and her destiny remain. The ship is named after Samuel D. Ingham, a Pennsylvanian who worked and lived in New Jersey, and was Secretary of the Treasury under President Andrew Jackson—the *Ingham*, like her namesake, is a northeasterner and should remain so. . . .

Senators, while the goals of Patroits Point are admirable, is it not for the better good that the *Ingham* serve as a museum to the entire Coast Guard and its heritage, rather than to one segment of its career, that of a convoy escort? In lieu of the *Ingham*, the Destroyer Escort Sailors Association (DESA) has the U.S.S. *Stewart* that could serve at DESA's national headquarters. This vessel, which could use DESA's support, is a destroyer escort that proudly served in World War II and is currently displayed in Galveston, Texas.

The Patroits Point Museum has already in its collection the historic Coast Guard Cutter Comanche, which more than adequately serves to bring the U.S. Coast Guard into their alumni of supporting veterans organizations.

The Intrepid Sea-Air-Space Museum is a full-service educational institution, which will serve the needs of future generations in interpreting our naval and maritime heritage. The historic ties of New York Harbor to the Coast Guard and these vessels began with *Alexander Hamilton* of New York in the formation of the Revenue Cutter Service in 1790. This continued through the building and service of the *Secretary* class cutter to the present day Governors Island complex, where the *Ingham* now rests. This heritage demands the widest possible public exposure. That wide exposure can only be accomplished in New York City, the nation's busiest port—gateway for the millions of visitors to the United States and the nation's largest city.

Senators, I ask that you support the legislation passed by the House of Representatives to donate the *Ingham* to the Intrepid Sea-Air-Space Museum of New York.

Thank you for interest and time.

The CHAIRMAN. Mr. Guerry, for the Committee, you and I both are familiar with Patriots Point, but tell us about the Patriots Point Naval Museum.

STATEMENT OF JOHN E. GUERRY, EXECUTIVE DIRECTOR, PATRIOTS POINT DEVELOPMENT AUTHORITY

Mr. GUERRY. Thank you, Senator, and thank you for asking us here. I would like to say, first of all, that Mr. Schmidt and I are, if you will, close friends. We belong to the Historic Ships of North America Association, of which I am a past president, and we do work together. We want to find a home for the *Ingham*.

Wayne understands I want it very badly. But we have no problems there. But we do not fight each other and I would like that to be in the record.

The CHAIRMAN. Your statement in its entirety will be included. You may highlight it as you wish.

Mr. GUERRY. The Patriots Point Development Authority, which operates the Naval and Maritime Museum in Charleston, in Mt. Pleasant, was created by an Act of the General Assembly of the State of South Carolina in 1973, and subsequently appointments were made to the board and we opened for business to the public January 3, 1976.

Our first ship was the former U.S.S. *Yorktown*, and subsequently we received the former destroyer *Laffey*, the World War II diesel submarine *Clamagore*, the nuclear merchant ship *Savannah*, and we have a former Coast Guard cutter that really became a pilot

boat in 1948. So she was an icebreaker and she is used more or less as a barracks boat at Patriots Point for public relations purposes.

We are an agency of the State of South Carolina. We were, as I said, after we were founded, we stayed in state appropriations up until two years ago. At the present time, with an annual operating budget in excess of $3 million a year, we are completely self-sustaining. We have no Federal or State support.

Our support comes from the veterans groups, the reunion groups who aid and abet us, if you will, who come to Patriots Point, and they furnish us with artifacts, memorabilia, and they also support us monetarily speaking.

We have on the *Yorktown*, the ship is open from all of the bridges, the hangar deck, the flight deck, down to the fifth deck of the ship. The destroyer is open down to the second deck. And of course the entire submarine is open, and the majority of the *Savannah* is open.

So, as I said, the General Assembly formed Patriots Point or, if you will, founded it to create a place of recreation and education for the citizens of our Nation, with an emphasis on patriotism, and that is outlined in my paper here. I would be delighted to answer any questions.

[The statement follows:]

STATEMENT OF J.E. GUERRY, JR., EXECUTIVE DIRECTOR, NAVAL AND MARITIME MUSEUM, PATRIOTS POINT

In 1988 Patriots Point Naval and Maritime Museum is nationally recognized for its emphasis on World War II aircraft carrier history. By 1991 placement of additional major exhibits aboard *Yorktown* and *Laffey* will enable an objective historian to document Patriots Point as the WWII U.S. naval history museum. Comprehensive exhibits for WWII carriers, battleships, cruisers, destroyers, destroyer-escorts and submarines exist or are currently in the design or fabrication stage. The lone significant void in this ambitious development is the history of the United States Coast Guard contributions in the 1939-1945 era.

To complete the historical record of WWII naval history, Patriots Point needs and desires the USCGC *Ingham* WHEC-35. *Ingham*'s own significant WWII history in the North Atlantic—where she sank the German submarine U-626 on 17 December 1942—the Mediterranean and Pacific has earned for her not only preservation in her own right but also nomination to house the WWII history of the Coast Guard and destroyer escort sailors who manned Coast Guard vessels.

Charleston Habor was the birthplace of many ships that fought in WWII—including *Ingham*'s sister ship *Bibb*—and there were nights in those war years when the eastern horizon of South Carolina flowed with the fires of Allied ships lost or damaged in the Battle of the Atlantic. To honor the men and ships lost in all waters during WWII, four ships now rest at Patriots Point in Charleston Harbor. Mooring space is currently available for this combat veteran and the proven public reception of Patriots Point insures that *Ingham* would be properly maintained and presented.

Ties between veterans of the *Ingham* and Patriots Point were initially established in September 1985 when letters were exchanged between Senator Ernest F. Hollings and the Commandant of the U.S. Coast Guard, Admiral James S. Gracey. Subsequently, a reunion of *Ingham* veterans was held at Patroits Point in 1986 with numerous active duty Coast Guard officers in attendance. In the past three years the news media has carried numerous articles detailing efforts to add *Ingham* to Patriots Point, and the Ingham Association has been most supportive of the museum's efforts. Without question, *Ingham*, in Coast Guard colors and current configuration, would be good for Patriots Point; and Patriots Point will be equally good for *Ingham*, the United States Coast Guard, destroyer escort sailors and American naval history.

The Patriots Point Naval and Maritime Museum stands ready to display *Ingham* alongside former U.S.S. *Yorktown*, U.S.S. *Laffey*, S.S. *Clamagore*, N.S. *Savannah*. This is a fulfillment of the mandate given to Patriots Point Development Authority when legislation was enacted by the General Assembly of South Carolina, 1973—

quote, "To establish and develop a National Museum of ships, naval and maritime equipment, artifacts, books, manuscripts, art and historical materials for the education and enjoyment of the people of our nation and to instill in them a knowledge of our naval and maritime history; and of the importance of sea power to our economy and defense".

The CHAIRMAN. You ought to tell them about the support facilities. I do not know whether Mr. Schmidt has got a golf course, a hotel and a yacht basin, but we might get him one of those, too. You have support facilities at Patriots Point.

Mr. GUERRY. We do have 450 acres of land contiguous or adjacent to the museum. We have a golf course that has been in operation since 1982, which we built and have leased to the private sector for operation. It produces a handsome, if you will, profit for us each year which is used to sustain the museum.

We have a hotel and a marina under construction now that will be fully open between January and March. And in Mt. Pleasant, which, as you know, is across the river from Charleston, come March we will have 900 hotel rooms in Mt. Pleasant and the majority of these rooms are in the price range that, from a marketing viewpoint, are conducive to the reunion groups coming, because most of these folks are on retirement incomes. They do not spend a lot of money. They cannot spend a lot of money. And that is why they are attracted to Patriots Point.

The CHAIRMAN. Mr. Schmidt, do you want to add something further?

Mr. SCHMIDT. I would like to add that Jerry and myself both share the same zeal in preserving historic ships. We both have been at it since the 1970s.

I would also like to add to Senator D'Amato's remarks in that Jerry and the Patriots Point Museum and the Intrepid represent just a few of the over, I think it is, 38 ships on display in this country under a wide variety of organizations and in that are a number of National Historic Landmarks. All of them have a tremendous effort in trying to keep these ships maintained and in the proper appearance that dignifies their past.

We all could use that support. We have a budget that is over $3 million ourselves. We have a surplus, but that surplus does not go far enough in maintaining these ships on an annual basis.

The CHAIRMAN. Very good. The record will stay open for further comment and questions. We have some other Members that all have conflicts this morning. We are trying to get out before this week ends, when our counterparts have their convention in New Orleans. So we are under a time constraint this morning. But I am going to leave that record open and you can add additional comments and there might be some questions from the other Members.

The Committee appreciates both of you coming all the way to be heard here today. Thank you both very much.

The Committee will now hear Mr. John P. Cosgrove, National Representative of the Destroyer Escort Sailors Association, accompanied by Mr. Sam Saylor, the Vice Chairman.

Mr. Cosgrove, we appreciate your appearance here this morning. It is good to see you again. Your statement in its entirety will be included in the record, and you can emphasize it as you wish.

STATEMENT OF JOHN P. COSGROVE, NATIONAL REPRESENTATIVE, DESTROYER-ESCORT SAILORS ASSOCIATION; ACCOMPANIED BY SAM SAYLOR, VICE CHAIRMAN

Mr. COSGROVE. Thank you, Senator. I appreciate the opportunity to be here representing the Destroyer Escort Sailors Association, and with me is the Vice Chairman of the Association, Sam Saylor.

I thank you for inserting my statement in the record. I would like also to leave with you a copy of a story which appears in the current issue of DE News which describes in more detail the Ingham and its last cruise from Portsmouth to New York City.

The CHAIRMAN. It will be included by reference.

Mr. COSGROVE. Thank you, sir.

Now if I may just read a few paragraphs from my statement: We fully support the suggestion that this historic ship, the *Ingham*, be preserved, maintained and displayed at Patriots Point Naval and Maritime Museum in Charleston, South Carolina.

The Destroyer-Escort Sailors Association was founded in 1975, with headquarters in Orlando, Florida. The Association has presently 10,000 members representing the 50 States. We will hold our 13th Annual Convention in St. Louis September 2 through 6, and the advance registration already exceeds 2,600. The keynote speaker will be Lawrence Garrett, the Under Secretary of the Navy, and the agenda will include a report on the future of the good ship *Ingham*.

There were approximately 500,000 men who served on destroyer escorts in the World War II, Korean conflict, and Vietnam actions, and approximately 30 of those DEs were manned and operated, by the Coast Guard. The Destroyer Escort Sailors Association is firmly committed to placing the destroyer escort and its related history into an appropriate perspective.

We have sponsored or participated in developing DE museum exhibits at Patriots Point and the DE Museum aboard the *Laffey*, at Sea Wolf Park in Galveston and the DE Museum aboard the U.S.S. *Stewart*, DE-238, at the Buffalo Naval and Servicemen's Park in Buffalo, New York, and the DE Museum aboard the U.S.S. *Little Rock*, CLG-4. Also an exhibit at the Naval War College Museum in Newport, Rhode Island, and, of course, as has been pointed out here before, we are very proud of our exhibit on the *Intrepid* in New York City.

It has been pointed out that we are going to meet next year at Patriots Point, the 2,600 or so of us that usually attend these meetings. I think it would be very nice if we could have a meeting in New York City and see the *Intrepid*, but we have problems finding proper accommodations at the money we could afford in New York City. New York City is a very expensive place to have a meeting such as ours. But we have been, and parts of our organization have been, to the *Intrepid* and we have been there in smaller groups. We are familiar with and proud of Intrepid Sea-Air-Space Museum.

DESA continues to review and evaluate the history of destroyer escorts and we point with pride to the distinct linkage of DEs to the *Ingham* and we do not deny the family resemblance. It appears that Coast Guard 327s embodied significant features of the British

Corvettes and the 1918 U.S. Navy destroyers. Those Treasury class cutters formed the hard core of the USA efforts in the crucial and bloody winter of 1942 and 1943 and considered a prototype for the World War II tailor-made DE, primarily an antisubmarine vessel for service in the Atlantic and later in the Pacific Ocean.

Thus was created the destroyer escort, the ocean-going vessel with high maneuverability and superior antisubmarine capabilities. The DE is a direct descendant of the *Ingham, Hamilton, Spencer, Campbell, Duane, Bibb* and *Taney*—distinguished names in Coast Guard as well as in the Department of Treasury history.

We concur with those who would preserve this very special cutter and suggest that the integrity of its Coast Guard history and characteristics be maintained. Its outstanding record, spanning five decades in peace and war, would complement those ships now homeported at Patriots Point.

The variety of vessels at Patriots Point already has made this museum one of the finest marine facilities. It provides a multi-dimensional study of U.S. maritime history. The geographic location of Patriots Point and facilities already in place attract all sorts of visitors, history buffs and serious students of history. It was designed to accommodate anticipated growth. Accommodations at the Point respond to family visits for a day or longer, groups for tours through vessels, including visits to nearby historic sites, homes and planations, deep sea charter fishing, or even a round of golf.

We heartily recommend to the Committee that Patriots Point be designated the home port of the *Ingham*, a place where this ship will be welcomed, rendered salutes from ships passing by or already berthed there, and will receive unlimited visitors and honors in her new role as a center of learning.

The presence of the *Ingham* at Patriots Point will help inspire our children and their children to leadership responsibilities and, at least, in understanding and appreciating the importance of maritime history. Thank you, sir.

[The statement follows:]

STATEMENT OF JOHN P. COSGROVE, NATIONAL REPRESENTATIVE OF DESTROYER-ESCORT SAILORS ASSOCIATION

It is a privilege to offer testimony to you and the Committee concerning the future of the U.S. Coast Guard Cutter *Ingham* recently decomissioned after 51 years of distinguished service. We fully support the suggestion that this historic ship be preserved, maintained and displayed at Patriots Point Naval and Maritime Museum, Charleston, South Carolina.

My name is John P. Cosgrove. I am the National Representative of the Destroyer-Escort Sailors Association founded in 1975 with headquarters in Orlando, Florida.

I served four years in the U.S. Navy 1942-46 first having been detailed to the Office of Censorship here, then more than two years a plank-owner aboard the U.S.S. *Gendreau* DE-639. I am a life member of DESA having served as a member of the board of directors prior to being elected the National Representative, an unpaid volunteer as are all our officers and board members, except for the office of chairman.

Since 1937 I have lived in the Washington area working as a news writer and communications consultant. Prior to World War II I worked in the Office of Senator Hiram W. Johnson of California, ranking member of the Senate Naval Affairs Committee. I am a member of the National Press Club and served as its President in 1961.

Now may I tell you about the Destroyer-Escort Sailors Association. Approximately 500,000 men served in destroyer escorts during WWII, the Korean conflict, and in

Vietnam actions. Approximately 30 DEs were manned and operated by the Coast Guard.

Presently there are more than 10,000 members of DESA, representing the 50 States. We will hold our 13th annual convention in St. Louis, September 2-6. Advance registration exceeds 2,600. Keynote speaker will be H. Lawrence Garrett, III, the Under Secretary of the Navy. The agenda will include a report on the future of the good ship *Ingham*.

DESA is firmly committed to placing the destroyer escort and related history into an appropriate perspective. We have sponsored or participated in developing DE museums and exhibits as follows:

Patriots Point Naval and Marine Museum, DE Museum aboard the U.S.S. *Laffey* DD-724, Charleston, South Carolina.

Seawolf Park, DE Museum aboard the U.S.S. *Stewart* DE-238, Galveston, Texas.

Buffalo Naval and Servicemens Park, DE Museum aboard U.S.S. *Little Rock* CLG-4, Buffalo, New York.

U.S. Naval War College Museum, DE Exhibit, Newport, Rhode Island.

Intrepid Sea-Air-Space Museum, DE Museum aboard U.S.S. *Intrepid* CV-11, New York, New York.

DESA has sponored the Destroyer-Escort Sailors Association History Book, a comprehensive 40-year review of DEs titled *Trim but Deadly*, published by Turner Publishing Company in 1987.

DESA took a leadership role in the establishment of the U.S. Navy Memorial in Washington, D.C., pledging $50,000 for an historic marker for *Destroyer Escort: Ship and Sailor;* plus another $50,000 contributed in the form of entries in the Navy Log. (John P. Cosgrove was Chairman of the Dedication Committee, and presently is a member of the board of directors of the U.S. Navy Memorial Foundation.)

DESA continues to review and evaluate the history of destroyer escorts. We point with pride the distinct linkage of DEs to the *Ingham* and do not deny the family resemblance. It appears that the Coast Guard 327s embodied significant features of the British corvettes and the 1918 U.S. Navy destroyers. Those Treasury-class cutters formed the hard core of USA efforts in the crucial and bloody winter of 1942-43, and considered a prototype for the WWII tailor-made DE, primarily an anti-submarine vessel, for service in the Atlantic and later the Pacific oceans.

Thus was created the destroyer escort, the ocean going vessel with high maneuverability and superior anti-submarine capabilities. The DE is a direct descendant of the *Ingham, Hamilton, Spencer, Campbell, Duane, Bibb* and *Taney*—distinguished names in Coast Guard as well as in Treasury Department history.

Unfortunately, the only operating DEs today are in foreign navies. Despite the fact that many were built on a wartime schedule in 90-days or more they have withstood the ravages of time and are considered mainstays of fleets in Mexico, Greece, Korea and other countries who received these tough little ships. Life-expectancy was not a factor at the time. They survived because of inherent strength, design and construction.

We concur with those who preserve this very special Cutter and suggest that the integrity of its Coast Guard history and ship characteristics be maintained. Its outstanding record, spanning five decades in peace and war, would complement those ships now homeported at Patriots Point.

The variety of vessels at Patriots Point already has made this museum one of the finest marine facilities. It provides a multi-dimensional study of U.S. martime history.

The geographic location of Patriots Point and facilities already in place attract all sorts of visitors, history buffs, and serious students of history. It was designed to accommodate anticipated growth.

Accommodations at The Point respond to family visits for a day or longer, groups for tours through the vessles, including visits to nearby historic sites, homes and plantations, deep-sea charter fishing, or even a round of golf.

We heartily recommend to the Committee that Patriots Point be designated the homeport for the *Ingham*, a place where this ship will be welcome, rendered salutes from ships passing by or already berthed there, and will receive unlimited visitors and honors in her new role as a center of learning.

Our citizens must be mindful that the USA is an island nation and the success of democracy—American style—to a large extent may be attributed to those hearty sailors and their sturdy ships who navigated the oceans of the world, keeping the lines of transportation and communications open—the freedom of the seas—which continues to be the responsibility of the USA as the leader of the free and independent nations.

The presence of the *Ingham* at Patriots Point will help inspire our children and their children to leadership responsibilities and, at least, in understanding and appreciating the importance of maritime history.

The CHAIRMAN. Thank you. Mr. Saylor, did you want to add a statement?

Mr. SAYLOR. Good morning, Mr. Chairman. Sir, I would like to submit for the record my statement. If I may, it will probably take one minute to read.

The CHAIRMAN. Go right ahead.

Mr. SAYLOR. Thank you.

My name is Samuel L. Saylor and I reside in Naples, Florida. I am the Vice Chairman of the Destroyer Escort Sailors Association. DESA, as we refer to our Association, is incorporated in the State of Florida. Our headquarters are located in Orlando, Florida.

At the present time, DESA membership numbers slightly over 10,000 men. The Association was founded in 1976. DESA exists for the sole purpose of keeping alive the proud history of the destroyer escort and the APDs which were converted from destroyer escorts. Over 500 of these warships were built during World War II. They were manned by Coast Guard and Navy crews.

These ships wrote page after page of proud naval history. The exploits of the ships and the crews were legendary, sir. DEs saw duty in the Korean War, in Vietnam, and the last one was decommissioned in 1972.

At the present time, DESA has established museums aboard, as John mentioned, the U.S.S. *Stewart* in Sea Wolf Park, and I will not read these again, sir. We have those for the record.

We are located aboard these ships that John mentioned, sir, due to the kindness of the groups that control them. We appreciate their kindness, but we need a home of our own. The acquisition of the U.S.S. *Ingham* would provide DESA the needed space and control to create a museum worthy of the history of our ships and our crews.

Having the *Ingham* located in Patriots Point would be an ideal location for our purpose. We have a Carolina chapter, comprised of DESA members from North and South Carolina that number about 350 strong. They have pledged to assist the Patriots Point personnel in the upkeep of the *Ingham*. The actual location of Patriots Point provides easy access to the large, large numbers of north-south travelers.

An equally important reason for us wanting the *Ingham* is that she is a Coast Guard ship. Our Coast Guard DESA shipmates, who number about 1,500 men, have long wanted a symbol of their service as part of our Association. The *Ingham* would provide this symbol. We of DESA know and have worked closely with the management of Patriots Point. If we are allowed to have the ship and can locate her there, we can assure you, sir, that you will have earned the gratitude of our entire 10,000 membership.

Sir, a point of personal privilege, because I would be remiss if I did not tell you about the only other thing that Congress could do that would make DESA happier, would be for you to see to it that DESA would be given the U.S.S. *Geary*, DE-326, when she is returned by Thailand next year. Thank you, sir.

The CHAIRMAN. We will go to work on that one, too. I think Judge Blatt is one of your members in South Carolina. He has been in touch with us at your various meetings.

Mr. Saylor, tell me what is taking the place of this *Secretary* class, this 327-foot cutter, the 110 or the PBY planes, or why are we not going to be using this type Coast Guard cutter?

Mr. SAYLOR. I wish I was up to speed, so to speak, to tell you what is taking their place, but I imagine that the Navy has passed me so far by since I had contact with it, but certainly as far as the Coast Guard is concerned, you know, the hydrofoils and things such as that—speed, elusiveness and such that they need for their missions now, which primarily is the problem of drugs in the United States—that type of ship probably is not suitable for that service.

As far as wartime service, I am sure that the FFs and the FFGs that the Navy now mans, those that are in the Persian Gulf right now, will do the job that these ships have done in the past.

The CHAIRMAN. I wonder they do not have one up there at Newport at the Coast Guard Academy, but they do not. It is interesting. We are struggling for it and they do not show any interest.

We appreciate your support. We appreciate particularly your organization and I am glad you are looking for a home and there is no question we love New York, but you cannot really get in and out of there to this Intrepid Museum and have the family and everyone else together like you can do at Patriots Point. There is no question about it.

Mr. SAYLOR. Mr. Chairman, may I just say about the *Intrepid* in New York, I was privileged last October to have been the master of ceremonies for the dedication of the destroyer escort museum aboard her, and the accommodations, the kindness that was afforded us up there, was second to none. We appreciate it and DESA wants to be a part of the New York scene.

We realize the importance of it. So we have a great interest in that area also.

The CHAIRMAN. Well, the record ought to show, too, I think that the *Intrepid* had some troubles financially but a Mr. Fisher—I will have his full name for the record—he has pulled it out financially, and is really dedicated to developing it, and I wish we had a Mr. Fisher down in South Carolina. But fortunately we have got the museum itself, which Jerry Guerry and his team are operating in the black. So we have got good support in both areas and good leadership.

I thank you both this morning. We are going to get right along and hear Mr. Donald Balsly, the Vice President of the Ingham Association.

We welcome you, Mr. Balsly, and we will include your statement in the record in its entirety, and you can highlight it as you wish.

STATEMENT OF DONALD BALSLY, VICE PRESIDENT, INGHAM ASSOCIATION

Mr. BALSLY. Good morning, Mr. Chairman. First of all, I would like to tell you that our President of the organization, Judge Wil-

liam Henderson, and Captain John Waters both send their regrets that they could not be at this hearing so I am here in their stead.

The CHAIRMAN. Very good. If they have a statement, we will include their statements.

Mr. BALSLY. Thank you. I believe they have already been submitted.

As Vice President of the Ingham Association and also a former *Ingham* sailor during World War II, I am honored to address this Committee concerning the final resting place for the oldest and most decorated ship in the U.S. fleet.

The CHAIRMAN. It is the most decorated ship in the U.S. fleet?

Mr. BALSLY. That is right. It was before she was decommissioned.

The CHAIRMAN. Elaborate on that for the record, please.

Mr. BALSLY. I do not have the details in front of me, sir. I do have them in my briefcase that I could read to you.

The CHAIRMAN. Well, that is all right. We will include them in the record.

[The following information was subsequently received for the record:]

HISTORY OF USCGC INGHAM

Christened the *Samuel D. Ingham* June 3, 1936 at the Philadelphia Navy Yard.

Commissioned Sept. 12, 1936 and stationed at Port Angeles, Washington, performing Bering Sea Patrol and Special Fisheries Cruise until late 1939. Stationed in Boston performing Grand Banks Parol and Weather Patrol until April 1941 when she was assigned temporary duty with U.S. Navy. Served in Lisbon Portugal, the only major U.S. Vessel in European waters, until Sept. 1941.

The *Ingham* was assigned to the North Atlantic convoy routes where she participated in numerous convoy battles. Dec. 15, 1942 she sunk the German Sub U626 south of Denmark Strait.

February 1943, she was in the fighting around Convoy SC-118, which German Grand Admiral Doenitz termed "the hardest fought battle of the war". In March she escorted convoys SC122/HX229 which experienced the greatest convoy battle of all times, involving 44 U-boats and 115 Allied surface vessels with air escorts.

1944 she was converted to AGC (Amphibious Group Commander) at the Norfolk Navy Yard. November 1944 she picked up Rear Adm. Strubel, USN and Staff and became the Flagship for the 9th Amphibious Force in conjunction with General Eichelberger of the 6th Army.

The *Ingham* sailed for the Phillipines via Panama Canal, Bora Bora and Hollandia, New Guiena. She served admirably, directing numerous Phillipine invasions, inlcuding Mindoro, Subic Bay, Mariveles, Corregidor, Panay, Negro, Mindinao, Zamboanga and Balut.

Aug. 15, 1945 the *Ingham* became the Flag Ship for Adm. Buchmaster, USN, South China Naval Force. She picked up a convoy in Buckner Bay, Okinawa, and proceeded to Shanghai, Hong Kong, Haiphong, Hon Gay, French Indo China, directing occupation activities and transporting Chinese Occupation Forces to Formosa.

The Mighty I returned to New York harbor Nov. 1945, via the Marshalls, Hawaii and the Panama Canal.

In 1946 the *Ingham* was reconverted to the gun-boat configuration "WPG 35. She was homeported at Norfolk, Va. engaged in search and rescue, weather forecasting and oceanographic research.

In 1968 The *Ingham* sailed into Vietnamese waters where she conducted naval gun fire and support missions, investigated unidentified craft and rendered medical aid to the civilian population.

In 1969 she returned to Virginia where she still continues performing search and rescue and interdiction patrol for drug trafficking.

With 15 Campaign Ribbons, 2 Presidential Citations and 7 Battle Stars, INGHAM is the most decorated United States man-o-war still in commission.

She is fondly referred to as "USCGC *Ingham* (WHEC35) GUARDIAN OF THE SEAS, NEVER TO OLD TO SERVE".

CUTTER INGHAM (WHEC-35)

The Coast Guard Cutter *Ingham* is one of seven 327 foot-long high-endurance cutters that were built in the mid-1930s and named for Secretaries of the Treasury. These vessels represented the best commercial and naval plans of construction at that time, and were the largest cutters in Coast Guard service until the commissioning of the cutter *Hamilton* in 1967. *Ingham* originally named *Samuel D. Ingham* was named after President Andrew Jackson's Secretary of the Treasury. She was launched June 3, 1936 at the Philadelphia Navy Yard and was commissioned September 17, 1936.

During her early years, *Ingham* operated on the Bering Sea Patrol based in Seattle and Port Angles, Washington. War clouds over Europe signalled her reassignment to the East Coast in 1939 to help enforce neutrality laws. From Boston she patrolled the North Atlantic in the Grand Banks region of Newfoundland and gathered vital weather information for ships, planes and stations.

After the United States entered World War II, *Ingham* served on convoy duty in waters near Greenland and in the North Atlantic. While on convoy duty from 1942 to 1944, she engaged in numerous attacks on enemy submarines. On December 17, 1942 she attacked and sank the German Submarine U-626. However, this successful attack was not credited to *Ingham* until after the war. No one believed that a U-Boat would be sunk by dropping only one depth charge until post-war investigation confirmed that U-626 had indeed sunk. This attack was since known as "*Ingham*'s hole-in-one."

In November of 1944, *Ingham* was reassigned to the Pacific Ocean and served as a flagship for Seventh Fleet amphibious operations. *Ingham* was flagship for a total of eleven landings in the Philippines, including Iloilo, Samboanga, Sanagi Bay, Panay, Mindinao, Corregidor, and Subic Bay. After the war ended, *Ingham* served as flagship for Admiral Buckmaster of the South China Naval Force during the occupation of Shanghai, Hong Kong, Vietnam, and Formosa.

After release from the Pacific Fleet, *Ingham* was stationed in Norfolk, Virginia, where she engaged primarily in search and rescue operations, law enforcement, and ocean station patrols. The ocean station patrols had many associated missions, including weather forcasting, oceanographic research, mid-ocean communications, and search and rescue duty for transatlantic airline flights.

Ingham's years of peace were interrupted in 1968 when she was ordered to operate off the coast of South Vietnam. For a year, the ship conducted naval gunfire support missions and participated in Operation "Market Time" which was a naval blockade of the South Vietnamese coast to prevent the smuggling of arms and supplies to the Viet Cong. During this time, *Ingham* participated in two major naval operations: "Sea Lords" and "Swift Raiders," the ship received two awards of the Presidential Unit Citation for this service.

Following her Vietnam service, *Ingham* returned to Virginia and has since been homeported in Portsmouth. Despite her advanced age, the cutter still performed important service for the Coast Guard. The ocean station patrols ended in the mid-1970s as new missions appeared. *Ingham*'s law enforcement responsibility became more important as efforts were enhanced to intercept drug smugglers before they reached the United States. *Ingham* has eleven drug busts to her credit. The relief of refugees has also become an important and highly visible role for the Coast Guard. *Ingham* participated in patrol and rescue operations during the 1980 Mariel Boatlift from Cuba to Florida. More recently, she has been used to return illegal Haitian migrants back to their homeland.

As the years have gone by, more and more honors have come the way of *Ingham*. On August 1, 1983, *Ingham* became the oldest active commissioned naval vessel serving the United States. As such, she is entitled to wear gold hull numbers. *Ingham* is also the most decorated vessel in U.S. service with eighteen ribbons shown from the ship, including three different unit awards. She is the only ship in Coast Guard service which has earned the Presidential Unit Citation, and is one of the few ships ever to win this rare award twice. Also among the ship's awards are service medals ranging from pre-World War II to China to humanitarian service during the 1980 Mariel Boatlift.

Having served these 51 years, *Ingham* has now achieved many "lasts": The last ship to sink a U-Boat. The last ship to serve under British command in World War II. The last ship which served in the Neutrality Patrol before World War II. The last active 327.

MOST DECORATED SHIP IN THE FLEET

Presidential Unit Citation with Bronze Star,

Coast Guard Unit Commendation,
Coast Guard Meritorious Unit Commendation with Gold Star,
Coast Guard Special Operations Service Ribbon,
China Service Medal,
American Defense Service Medal with "A",
American Campaign Medal,
European-African-Middle Eastern Campaign Medal with 2 Battle Stars,
Asiatic-Pacific Campaign Medal with 2 Battle Stars,
World War II Victory Medal,
Navy Occupation Service Medal,
National Defense Service Medal with Battle Star,
Vietnam Service Medal with 3 Battle Stars,
Humanitarian Service Medal,
Philippine Presidential Unit Citation,
Republic of Vietnam Gallantry Cross Unit Citation,
Philippine Liberation Ribbon with Battle Star, and
Republic of Vietnam Campaign Ribbon.

Mr. BALSLY. Thank you.

The Ingham Association was formed by three World War II sailors who had a dream that someday they could hold a reunion aboard the "Mighty I" with many of their old shipmates. After months of investigation and thousands of phone calls and letters, the first reunion was finally held in August of 1984, at Portsmouth, Virginia, aboard the "Mighty I", with 70 of our members in attendance.

Our organization has rapidly grown to 260 members. We are scattered throughout the 50 States. However, 85 percent of our membership lives east of the Mississippi River; therefore, anywhere on the east coast is a convenient geographical location for our members.

The Ingham Association will pledge complete support to whichever museum is awarded her guardianship. We certainly hope that *Ingham* will be well preserved, adequately maintained and easily accessible for all.

After writing this testimony, I had not the opportunity to poll all of our members, but I have had recent contact with 68 of our members. Of the 68 members contacted, 61 of them strongly favor Patriots Point as the final resting place for the "Mighty I".

In closing, I would like to read an excerpt from the recent decommissioning ceremony of the *Ingham*.

Today my colors were lowered for the last time, ending my almost 52 years continuous service as the last of the Secretary class cutters. I was commissioned 17 September 1936 as USCGC *Samuel D. Ingham*, WPG-35. I served first on Bering Sea patrol, then on North Atlantic neutral patrol.

World War II saw me on North Atlantic convoy duty, escorting 31 convoys and sinking the German submarine U-626 with a depth charge attack on 17 December 1942. I finished out World War II as an amphibious flagship, participating in the recapture of the Philippines.

After post-war occupation duty in China, Indochina and Formosa, I conducted North Atlantic weather patrols. In 1968, I was deployed to South Vietnam as part of Operation Market Time forces, winning two Presidential citations. 1980 saw me in the thick of the Mariel boatlift. With ten illegal drug seizures, I continued to be a national asset right up to the end. I will live on forever in the hearts and minds of all who served in me.

Built at an original cost of approximately $3 million, I, named for President Andrew Jackson's first Secretary of the Treasury, certainly gave the American taxpayer a handsome return. Let me take this opportunity to reflect and be proud of the finest class of ships the Coast Guard ever built, the *Secretary* class—my sisters *Bibb, Campbell, Duane, Hamilton, Spencer,* and *Taney.*

Chronometers have marked the hour and now sit unwound.

My cannon is bespiked and magazines emptied of rounds.
My rudder is midships and locked into place, as are both shafts.
And of my steam, not a trace.
Below in the galley the cook's fire has been doused.
All hands will now eat wherever they are housed.
My colors are last struck, though ne'er so proudly.
The sentinel bell has been struck eight times and loudly.
Gracefully laying, all fine lines and fair pride in my feats,
I have earned my rest in a career this ceremony completes.

Thank you.

The CHAIRMAN. Very good. I was interested when you said they sunk that submarine on December 17, 1942. You missed my convoy by about three weeks. I was on a convoy going to Africa and we were supposed to have sunk a submarine, but I never knew which ship had done it. But it was not yours at that particular time.

Senator Wilson.

Senator WILSON. Mr. Chairman, I regret that I arrived late, because what I heard I found absolutely fascinating. That was more poetic than prose is supposed to be.

The CHAIRMAN. It is quite a ship being decommissioned, and Mr. Balsly and many others have attested to the fact it is probably the most decorated vessel in the U.S. fleet, having been swapped all around since the very beginning of World War II and then Market Time over in Vietnam, Korea, down to the Mariel refugees and others coming out of Cuba. So it has had quite a length of service.

They have got an alumni group that sponsor their meetings, had one up at Portsmouth and now have grown to 300 and some over the years. And they are looking for a home. New York wants them and South Carolina wants them, and we will just have to see. When Mr. Balsly said they would support either place, that reminded me when I was back in the legislature on the rabbit bill, a fellow got up and said half my friends are for the rabbit bill and the other half of my friends are against the rabbit bill, and I want everybody to know I am for my friends.

Senator WILSON. Mr. Chairman, once as a young man before I held public office I was invited to be a judge in a beauty contest. I made that mistake only once.

The CHAIRMAN. Me, too.

Senator WILSON. I had one proud and happy mother and about 15 enemies for life. The nearest thing to it has been recommending for appointment Federal judges.

I note that one of the claimants for the honor of being the final home of the *Ingham* is South Carolina.

The CHAIRMAN. Yes. We have heard from the Senators from both South Carolina and New York. We have heard from the Destroyer Escort alumni group. We have heard from the *Ingham*'s own group, the Vice Chairman, Mr. Balsly. We do not have a statement, of course, from the Coast Guard; they are neutral in this situation.

As you know, we start down on the floor here in about ten minutes, but I will gladly yield to you or Senator Pressler if you have any questions.

Senator WILSON. Mr. Chairman, I gather then, considering the length of service and the distinguished life the *Ingham* has enjoyed that it has ties to both places and countless others as well. I wonder why my own maritime museum is asleep at the switch.

The CHAIRMAN. You have a naval museum in San Diego?

Senator WILSON. Yes, sir. It is a small one that has some interesting assets, but it is building.

The CHAIRMAN. We have been working on this one, as the record will show, since 1973, and I have had no less than Secretary Lehman and just going right on back to Mittendorf, back to the Democratic Secretaries of the Navy. For 20 years I had Senator Ed Long and Stuart Symington of Missouri commitment for the U.S.S. *Missouri* to go to Patriots Point. And I had Senators Warren Magnuson, the former Chairman of this Committee, and Senator Henry Jackson, Scoop Jackson, from up in Everett, Washington, where she was anchored and rusting.

Then, in 1976, of course, when we had the 200th anniversary they painted it up and the Everett, Washington, people got all enthused about it. But now she is recommissioned and doing fine service. But when she is decommissioned we will go for a fight again on the *Missouri* because we have had the Missouri alumni group also ask for Patriots Point. They have had three meetings there at Patriots Point, Captain Finn and his group.

So we are looking to keep building. We have got a submarine. We have got the first nuclear merchant vessel. President Ford, has been down there, served on the *Yorktown*, various exercises, and all the destroyers and other vessels that are gathering there, plus the support facilities. So we are, as you can tell, pretty proud of that museum.

Senator Pressler, do you have any questions?

Senator PRESSLER. No, Mr. Chairman. Just to say I support the Chairman's efforts here.

The CHAIRMAN. We appreciate it very much. The record will stay open for further questions and any additions or submissions that the witnesses have. Thank you very much, Mr. Balsly and all the other witnesses.

The Committee will be in recess.

[Whereupon, at 10:22 a.m., the Committee adjourned.]

ADDITIONAL ARTICLES, LETTERS, AND STATEMENTS

STATEMENT OF HON. DANIEL MOYNIHAN, U.S. SENATOR FROM NEW YORK

Mr. Chairman, I am in full support of the proposal to transfer the *Ingham* to the Intrepid Sea, Air, Space Museum.

During her distinguished career the *Ingham* served in World War II, Korea, Vietnam, and most recently in the war on drugs. Commissioned in 1936, she is the last of the class of seven cutters named for secretaries of the Treasury. Samuel Ingham served in Andrew Jackson's cabinet and, like the *Ingham*, came from Pennsylvania, although not the Navy Yard in Philadelphia.

The *Ingham* saw action in both theaters during World War II. In the North Atlantic she hunted U-Boats and escorted convoys, helping keep open Britain's lifeline with North America. In the South Pacific she participated in actions at Corregidor, Mindanao, and Haiphong Harbor. When decommissioned in May the *Ingham* was the oldest active ship in the Coast Guard. We are fortunate to have this vessel still with us; she is a floating example of our naval history and the numerous contributions the Coast Guard has made to this country.

Now she will go on display so that the public can visit and learn. As part of the Intrepid Museum she would join an established maritime museum in the middle of the nation's largest metropolitan area. I can think of no better place for Americans to learn about this vessel and the events she participated in than alongside the *Intrepid* in New York Harbor. This museum draws half a million visitors annually, and the figure will increase as the redevelopment of the west side of Manhattan continues.

As its full name implies, the Intrepid Sea-Air-Space museum contains exhibits on many topics: the role of the helicopter in Vietnam, military aircraft, Medal of Honor winners, and the space program, to name a few. It does not have a Coast Guard ship or exhibit, and I believe it is most deserving of one. The *Ingham* would also allow an exploration of the history of shipbuilding in New York Harbor. Two of the Secretary class were built there and three sailed in and out of the harbor with convoys. The *Ingham* was refitted there as well.

In all, I believe the most appropriate home for the *Ingham* is New York, as part of the Intrepid museum. It is there that her historic and educational value can be best utilized.

STATEMENT OF VICE ADM. D.C. THOMPSON, USCG (RET.)

Mr. Chairman/Senators: I'm Vice Admiral D.C. "Deese" Thompson, US Coast Guard, Retired since 1 July 1988 and I thank you for the opportunity to appear before you this morning to support the transfer of Coast Guard Cutter *Ingham* to the Intrepid Sea-Air-Space Museum in New York City. For credentials, Sir, I just completed 36 years' active commissioned service, and now reside in Wilmington, N.C. I'm a former 327 foot Secretary-class "sailor", having served my first tour of sea duty on *Ingham*'s sister ship *Bibb* on North Atlantic ocean station patrols, and on 27 May this year I presided over *Ingham*'s decommissioning ceremony, having been her senior operational commander for the last 2 years as Commander, Atlantic Area.

The views I express today are representative, I believe, of the sentiment of the men and women I served with, but I want to be sure to get the Commandant of the Coast Guard off the hook here. Clearly, he can't take sides or get in the middle of this issue on where should *Ingham* end up.

Let me say that all Coast Guard sailors who have served in these marvelous 327 foot cutters just have to be awfully happy to see *Ingham* destined to be used as a maritime museum, and displayed in appropriate fashion, illustrating her long and distinguished service. By contrast, my old ship *Bibb*, along with her sistership *Duane*, lies on the bottom of the Atlantic, sunk for a fishing reef. So it is imperative that *Ingham*, our oldest serving and most decorated cutter, be preserved for the public to come visit and learn from her, about their Coast Guard and its missions of

maritime safety, maritime law enforcement and maritime defense. It has been my experience that Coast Guard history is not well known to the American public. We need to tell that story and putting the *Ingham* on display will be a great help.

I recently served on a survey team for the Coast Guard Foundation, looking into the possibility of finding a suitable place to exhibit our history and let our citizens, particularly our young people, get to know more about their Coast Guard, as we approach the year 1990 and mark the 200th birthday of our service. We have no national museum or suitable display anywhere now, and based on our survey, there is virtually no chance of getting one in the near future. That is why I feel so strongly that transferring *Ingham* to the Intrepid Sea-Air-Space Museum would give us the opportunity to tell the whole story of *Ingham* and the many, and varied, missions of the Coast Guard.

Ingham's 52 years of service saw her involved in a variety of duties, just about every seagoing job the Coast Guard does. . . . from her earliest days of Pacific fisheries patrols, Alaskan Bering Sea patrols, World War II service in North Atlantic convoy escort duty, so well described in Captain John Waters' book, "Bloody Winter", her Pacific Patrols, serving through the Korean War and then over in Vietnam . . . back again for the Cuban exodus, drug interdiction patrols and Haitian Migrant Interdiction operations. . . . and throughout, providing search and rescue services. *Ingham* has done it all; she is the last survivor of the mangificent Secretary class cutters, and my point, Senator, is that, not withstanding her illustrious record in WWII, she is more, so much more than just a WWII convoy escort. The full story of her long and varied service that she, like her 327' sisterships, gave this nation, needs to be told.

I submit that New York deserves her, because 327s have been a part of New York harbor since they were built in the mid-30s. There is substantial historical linkage; cutters *Spencer* and *Campbell* were homeported there for years. The connection between the WWII ocean convoy duty these 327s performed, escorting the merchant ship armadas, sailing out of New York bound for the European theatre, makes New York and the Intrepid Museum an even more ideal location to project that bit of history. Intrepid can provide *Ingham* maximum exposure to sightseers and visitors who number some 450,000 annually. There are presently two retired Coast Guard aircraft, an amphibian and a helicopter, displayed on *Intrepid's* flight deck. They attract attention and generate interest, but they represent only part of Coast Guard operations. Having *Ingham* berthed alongside would give Intrepid Museum visitors the opportunity to go aboard and see, more completely, the whole Coast Guard story.

Senator(s), I have visited both the Intrepid and Patriots Point facilities at Charleston. They are both impressive maritime museums, but there is no question in my mind that *Ingham* up in New York, would get the best exposure to the most visitors. And isn't that the real issue you confront . . . how to handle the transfer of *Ingham* to get her maximum exposure to people of all ages, particularly school kids, who need to understand their nation's maritime history and Coast Guard heritage.

In any event, thank you for your interest and concern in getting *Ingham* to a suitable home. We who have served, and those who follow, applaud you for not allowing her to be sunk or end up in a scrapyard.

STATEMENT OF B.D. HAMMER, EXECUTIVE DIRECTOR, THE BATTLE OF THE ATLANTIC HISTORICAL SOCIETY

In the matter of the proper preservation of the USCGC *Ingham* (WHEC35) I, Benjamin D. Hammer, being duly sworn, deposes and says:

I am a resident of Brooklyn, New York, a maritime historian, and the Executive Director of the Battle of the Atlantic Historical Society (BATLANT).

Since 1983 I have had a number of opportunities to give testimony before the U.S. House of Representatives Subcommittee on Merchant Marine on matters related to recognition of and benefits for veteran U.S. Merchant Mariners of World War II and maritime historical preservation efforts.

As BATLANT's representative, we had hoped to be called as a witness in these proceedings to give testimony, and to answer any questions which the members of this committee may have had; however, we were not afforded that opportunity. Since early this spring we had addressed a number of written communications and telephoned quite a number of times members of this committee. The calls and letters were received by various members of this committee's staff and members of their personal staff, so BATLANT's interest in the Coast Guard Cutter *Ingham* was officially known.

But BATLANT was kept in the dark as to the actual progress of legislation and in fact did not learn of this hearing until near the close of business this day. We were told by a staff member that we would not be invited to testify before this committee (but other interested parties would have that opportunity), but "for the record" could submit testimony in writing. It has been our sad experience that much written testimony goes unread, which we hope is not the case here. But we protest this unfair exclusion and hope this committee will be disposed to re-open this matter so that all offerers will have a chance to be heard.

The recently decommissioned CGC *Samual D. Ingham* (WPG35) is one of two surviving members of the famous 327′ Secretary Class cutters built in the mid-1930s. (The other survivor, the CGC *Roger B. Taney* (WPG37) was "preserved" as a "floating substantial land structure-tourist attraction" in the city of Baltimore, MD.)

For a span of over 50 years this nation, in peace and in war, was well served by the ships of the 327′ Secretary Class. Thanks to their superior design, which allowed for their refit and reconfiguration, they were amongst the most versatile and successful warships that this nation has ever commissioned. Indeed, volumes could be, and have been, written on their history; owing to time and space, we can only briefly touch on this aspect there, but one important episode must be remembered. From the autumn of 1941 through the late summer of 1943 six of these cutters served in the North Atlantic and held the line against the U-Boat menace, until they were relieved by the introduction of the Short-hulled Destroyer Escort (DE). The Secretary Class were our most effective anti-submarine warfare (ASW) ships, accounting for the most confirmed U-Boat kills per capita of any class of vessel. They escorted numerous convoys safely across the Atlantic and rescued thousands of Allied Merchant Mariners to live to fight and sail another day.

When one speaks of the Coast Guard Cutter *Samual D. Ingham* or any of the 327′ Secretary Class Cutters, we conjure the vision of a fighting cutter cleared for action, ready to find and sink by depth charge, naval rifle fire, or even by ramming if necessary, any U-Boat, whilst shepherding a convoy loaded with desperately needed war materiel for our beleaguered allies. That is our vision of how we should like to restore her, as a live, well found fighting cutter and a living memorial. We hope it is yours too, but it would seem that BATLANT's views are not shared by everyone.

Just what does the *Intrepid* Museum or Patriots' Point plan? What is their record on proper historic preservation? Under either of their stewardships the cutter would be "preserved" as a "floating substantial land structure," i.e. a derelict. The exterior of the vessel would be painted above the water line at least every few years. The machinery spaces would be neglected to rust, rot, and ruin; indeed, many "souvenirs" would find their way to various people's rumpus rooms in relatively short order, and quite a bit of other material would find itself removed and sold for scrap. Such is their record that the public doesn't normally see.

We would urge this committee to see for themselves just what the situation is and visit their ships, and look beyond the exhibitry and perhaps the surface coat of paint. When you go visit, go with a hard hat, boiler suit, safety shoes, and a flashlight into spaces not normally open to the public, and go with some competent guides such as a marine surveyor from the American Bureau of Shipping, an inspector from the Coast Guard Office of Marine Inspection, or an inspector from the Navy Sea Systems Command, a master mariner, and a chief engineer, and have them tell you of the ship's material condition and that of the systems in her. You might want to ask the following questions:

Can the ships raise steam?

Can they get under way (not by tow line)?

When were they last drydocked for maintenance and repair?

When are they contemplating the next yard period?

What sort of preventive maintenance program do they have, and what are the qualifications of the people carrying out such a program?

Intrepid and Patriots' Point may be somewhat put off by these questions and by you looking about the ships in other than public areas, and they may say that it really doesn't matter. We say, who's kidding whom?

Proper historic preservation of a vessel does not consist of an occasional coat of paint on the exterior above the water line. Where this is tried on the short term, they may save some money, but a ship is a rather complex system that requires proper care on an ongoing basis, and where this care is neglected devastating results will come back one hundredfold or more. By then, the original perpetrators are long gone, so it's someone else who is left to clean up the mess. There is more to historic preservation than splendid exhibitry, nifty cocktail parties, and "scrambled egg" caps.

There is an ever-increasing school of maritime conservators and other conservators of historical artifacts, to restore and preserve the artifact in question in a "natural working condition" wherever possible. This not only lends itself to historical accuracy and aesthetics but extends the life of the artifact, sometimes almost indefinitely. This requires some amount of thought, planning, and care to carry out this policy by competent people committed to the mission. *Intrepid* and Patriots' Point, as is evidenced by their present standard of operations, are not disposed to adopt this manner of ethical stewardship. Their forte is a "bread and circuses" tourist attraction with lip service to everything else.

Some years ago, in testimony before the U.S. House of Representatives Subcommittee on Merchant Marine, we gave testimony regarding the proper preservation of the Liberty Ship *John W. Brown* and what the consequences would be if the ship was placed into incompetent hands. We warned, but no one paid heed. The ship was pilfered, vandalized, and damaged further, and neglected. In a few short years this well found intact historic vessel was turned into a battered, leading derelict at great expense to the taxpayer. What the Luftwaffe and Kriegsmarine failed to do with their bombshells and torpedoes, the bureaucrats of the Maritime Administration nearly did with their indifference, incompetence, and intrigues. To cover their tracks they awarded to the ship to an incompetent offerer on the basis of political expediency and some 26 months after this award was illegally made the intent of Congress to establish a Merchant Marine memorial has yet to be realized. The *John W. Brown* is a textbook case of indifference, intrigue, and incompetence. It was totally unnecessary and, had BATLANT's advice been heeded, it would have been properly restored and cared for, and a Merchant Marine memorial would long have been a reality. Years from now, in future testimony, we do not wish to be forced to say, as we have been with the *Brown*, "we told you so."

USCGC *Samuel D. Ingham* should not be allowed to follow in the S/S *John W. Brown's* wake. To this end, we have vigorously lobbied the Coast Guard to safeguard the ship whilst awaiting disposition by Congress, and we have opposed the expedient transfer of the vessel to either *Intrepid* or Patriots' Point.

We have proposed two compromises which have yet to hear any response. Since *Intrepid* and Patriots' Point are only interested in expanding their collection of vessels and require a Coast Guard vessel, we recommend that they each receive one of two remaining icebreakers of the Wind Class, which have recently been decommissioned.

This will afford them a far more substantially built vessel which can withstand far more abuse and neglect than the comparatively thin plates of a 327' cutter. They are historic vessels in their own right and are deserving of preservation, and would fit into the "everything for everybody" that both organizations by their actions and policies espouse. The *Ingham* and what she represents is more closely tied to the narrower scope of what BATLANT is all about. This way, all the offerers receive something useful to their purpose. We would also be comfortable if Congress were to direct the Commandant of the Coast Guard to receive proposals for the future preservation of the cutter and empanel an independent evaluation board of Coast Guard officers with specialties in deck, marine engineering, and history, to hold hearings, evaluate the proposals on the basis of merit, and make final recommendations to the Commandant for action.

We would ask that this matter not be handled in the "expedient" way, but the proper way. We ask that this committee allow BATLANT and other interested parties be given the opportunity to have its views fully aired in an open hearing where testimony may be given, questions answered, and the truth arrived at. You may choose to hold this hearing aboard the *Ingham* (which is now at the Coast Guard base at Governors Island, New York), which may prove useful to members of this committee in understanding what is at stake.

In a nation that unfortunately of late finds appearance to be of greater concern than actual substance, we ask you to resist this trend and do right by this gallant ship. Her future is in your hands.

Let the Coast Guard Cutter *Samuel D. Ingham* serve as a living memorial so that generations yet to come may know of the sacrifices that were made for them by the sailors, Coast Guardsmen, and Merchant Mariners in the defense of liberty.

BATLANT is pledged to carry out this mission and knows that it has the best plan for the ship and the qualified and dedicated people to accomplish this mission, and the pledges of support to see it properly done in an ethical manner with due regard to historical and aesthetic considerations utilizing the good practices of marine engineering and seamanship.

SEPTEMBER 3, 1985.

Adm. JAMES S. GRACEY,
Commandant, United States Coast Guard,
Washington, DC.

DEAR ADMIRAL GRACEY: I have recently learned that the United States Coast Guard Cutter *Ingham* is soon to be retired from active service. Likewise, I am aware that the Patriot's Point Naval and Maritime Museum is most anxious to acquire the *Ingham* to compliment what is already the finest maritime display in the world.

Admiral Gracey, I believe that upon your investigation you will confirm that the Patriot's Point Authority "runs a tight ship" and maintains it's present armada in an outstanding fashion. Accordingly, I can say without reservation that the *Ingham* would be well maintained and a credit to the Coast Guard while being displayed at Patriot's Point Naval and Maritime Museum.

I certainly appreciate your every consideration as future planning for the *Ingham* progresses.

With kindest regards, I am

Sincerely,

ERNEST F. HOLLINGS,
U.S. Senator.

DEPARTMENT OF TRANSPORTATION,
U.S. COAST GUARD,
Washington, DC, October 1985.

Hon. ERNEST F. HOLLINGS,
U.S. Senate, Washington, DC.

DEAR SENATOR HOLLINGS: This responds to your letter of September 3, 1985 regarding the possibility of displaying the Coast Guard Cutter *Ingham* at Patriot's Point Naval and Maritime Museum. The *Ingham* will be kept in active service until 1990. This is the most effective way for us to make up the shortfall in operational cutter days which will be lost while our *Hamilton* and *Reliance* class cutters undergo major renovation. Final disposition plans for the *Ingham* will not be decided for several years. We will investigate the feasibility of displaying her at a museum at that time.

Thank you for your desire to place this proud ship in an appropriate setting.

Sincerely,

J.S. GRACEY,
Admiral, U.S. Coast Guard Commandant.

ORANGE PARK, FL,
16 May 1988.

Hon. STROM THURMOND,
U.S. Senate, Russell Building, Washington, DC.

DEAR SENATOR THURMOND: I have just learned that you will in the immediate future introduce a bill authorizing the Coast Guard to transfer the USCGC *Ingham* to the Patriots Point Maritime Museum after the ship is decommissioned. As a combat veteran of that famous ship and the first president of the Ingham Association, I am delighted to know that the ship will be preserved for posterity. I have been chosen by the Ingham Association membership to act as their liasion in matters pertaining to the ship's preservation. I am very familiar with the Patriots Point setup and the people who direct it, and we would be delighted to have *Ingham* preservation there as a museum for future generations. If your bill is approved, we will certainly do all in our capability to support the ship when it arrives at Charleston.

Sincerely,

JOHN M. WATERS,
Captain, USCG (Ret.),
Past President, Ingham Association.

SEVENTH JUDICIAL DISTRICT, STATE OF OKLAHOMA,
Oklahoma City, OK, May 19, 1988.

Hon. STROM THURMOND,
U.S. Senate, Russell Building, Washington, DC

DEAR SENATOR THURMOND: I have just in the past few days learned that you are introducing legislation this week to transfer the historic United States Coast Guard Cutter *Ingham* to Patriots Point Maritime Museum after the decommissioning by the Coast Guard on the 27th of May of this year.

I am President of *Ingham* Association which is an association composed of veteran sailors who have served aboard that famous ship, most of them having served in World War II when she fought both in the Atlantic theater and the Pacific theater and I can assure you that the preservation of this vessel for posterity will receive a most enthusiastic reception by the members of this Association.

Should *Ingham* be awarded to the Charleston museum, you may rest assured that she will receive the strongest possible support from the members of our Association.

Sincerely,

WILLIAM H. HENDERSON,
District Judge.

○